

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 08/26/2003

DEN02LA093
File No. 13758 08/09/2002 Grand Junction, CO Aircraft Reg No. N111KC Time (Local): 13:45 MDT

Make/Model: Cessna / 310N
Engine Make/Model: Lycoming / TIO-540-A2B
Aircraft Damage: Substantial
Number of Engines: 2
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	2
Pass	0	0	0

Last Depart. Point: Pueblo, CO
Destination: Glenwood Spring, CO
Airport Proximity: On Airport
Airport Name: Grand Junction
Runway Identification: 29
Runway Length/Width (Ft): 10500 / 150
Runway Surface: Asphalt
Runway Surface Condition: Dry

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 310 / 011 Kts
Temperature (°C): 33
Precip/Obscuration: None / None

Pilot-in-Command Age: 55

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Flight Instructor; Commercial; Multi-engine Land; Single-engine Land;
Instrument Ratings
Airplane

Total All Aircraft: 6488
Last 90 Days: 116
Total Make/Model: 336
Total Instrument Time: 463

According to the instructor, the pilot receiving instruction made a hard landing. The instructor took the controls and initiated a go-around. Suspecting landing gear damage, he kept the landing gear extended and diverted to a nearby airport. On the approach, the right main landing gear fell off the aircraft. Because of the limited emergency equipment at the second airport, he was advised to divert to a third airport. While keeping the landing gear extended, they made a low pass over the runway, and witnesses confirmed the missing right main landing gear. The instructor retracted the landing gear and made an intentional gear-up landing. The airplane sustained extensive damage to the lower fuselage skin and bulkheads and substantial damage to the right main landing gear attachment point.

Brief of Accident (Continued)

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Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) AIRCRAFT CONTROL - INADEQUATE - DUAL STUDENT
 2. (F) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 3. (F) FLARE - HIGH - DUAL STUDENT
 4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. GO-AROUND - INITIATED - PILOT IN COMMAND(CFI)
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Occurrence #2: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

6. (F) LANDING GEAR,MAIN GEAR - SEPARATION
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Occurrence #3: WHEELS UP LANDING
Phase of Operation: EMERGENCY LANDING

Findings

7. (F) WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND(CFI)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The dual student's inadequate aircraft control resulting in a hard landing. Contributing factors include, the dual student's inadequate airspeed and high flare, the inadequate supervision by the instructor, the in-flight separation of the right main landing gear and the intentional wheels-up landing.